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PORTLAND.

THE METROPOLIS OF THE PACIFIC NORTH-WEST—ITS WONDERFUL DEVELOPMENT AND THE BEAUTY OF ITS SURROUNDINGS.

The city of Portland is situated on the west bank of the Willamette river, twelve miles from its confluence with the Columbia, and one hundred and fifteen miles by river from the Pacific Ocean. It is the natural trade centre of the territory lying between the parallels of 42 and 49 degrees of north latitude and the meridians of 112 and 124 degrees of west longitude, embracing the States of Oregon, Washington, Idaho and a portion of Montana. A settlement was made here in 1843 and in 1851 the town was incorporated, since when it has become the metropolis of this rich section, known as the Pacific Northwest.

The key to the history of the first settlements in this section is found in the name of the town of Astoria, at the mouth of the Columbia river. The excitement which followed the discovery of gold in California, and drew many thousands of immigrants to that State produced but little effect in this great territory, which was then little known, and only dotted here and there with a few small towns devoted to the wants of farmers and trappers. As the settlers followed the natural routes of travel along the valleys, and down the streams they all came to the junction of the valleys of the Columbia and Willamette, where Portland now stands. When the first trading vessel entered the Columbia, its master, seeking to get as near as possible to the settled portion of the country, ascended the rivers to the head of navigation for sea-going vessels, and being stopped near the falls of the Willamette opened a trading store upon the bank of the river. Where that store then stood, now stands the city of Portland. To the same natural laws of trade, which led to the first settlement here is due the stability and growth of the city. It has not been made by "booms" or the skillful manipulation of railroad magnates, but is the natural outgrowth of the laws of trade. It is the point at which transportation by river and railroad meets the sea-going vessels; at which the ocean craft deposit their incoming cargoes nearest the consumers, and receive the outgoing loading nearest the place of production.

Some years after its settlement, when the sole means of communication with the outside world was a steamer line to San Francisco, the owners of that line thought to divert the trade of the point to a town laid

out by them, located thirty miles nearer the sea. They there built warehouses, refused to run their steamers to Portland, and deemed their project sure of success. But the laws of nature are as inexorable in the world of commerce as elsewhere. Portland grew and flourished, while the new town languished and died. The warehouses of the new town are in ruins, while to-day scores of steamers, great and small, lie at Portland's docks, ships of all nations ride at anchor in her harbor, and three trans-continental railways, and two local railroad system have termini within her boundaries

forms the western link of a direct trans-continental line, under one management, between Portland and Omaha. The Southern Pacific Company has leased the Oregon and California line, running due south from Portland, which affords all rail communication with San Francisco, and gives a through line under one management, from Portland to New York and New Orleans. The Oregon Pacific and Portland and Willamette valley roads traverse rich portions of the State of Oregon, and aid in extending the commerce of the city. The Canadian Pacific is also competing for the trade of Portland, through

road. Portland proudly claims to be the greatest railroad center on the Pacific coast, not excepting San Francisco.

These roads cross the country along the natural lines of travel, and by the shortest routes between the seaboard and the inland districts they respectively serve and can never be diverted from Portland.

WATER COMMUNICATIONS.

North of San Francisco, and within the boundary of the United States, there are but two places admitting sea-going vessels of all sizes and classes, Puget Sound and the Columbia river. Deep water ships reach the wharves of Portland by the Columbia and Willamette rivers, the mouth of the Columbia affording safe entrance for vessels drawing not more than twenty-two feet of water. The general government is now improving this great gateway of commerce, by the erection of a jetty, the success of which is clearly indicated by the results already obtained. Once in the river all dangers are at an end. Neither fogs, winds, currents nor rocky shores trouble the navigator. No obstacle more formidable than bars of soft sand are to be met, and these are being rapidly removed by dredging, and by permanent works of river improvement. It is easily sailing up the broad rivers to Portland, and in the inland fresh water harbor of the Willamette, vessels may lie in water varying from 30 to 70 feet in depth, along side the warehouses, mills, factories, shops or railroad freight-sheds which line the banks of the river, discharging and receiving cargoes with the maximum of facility, and at the minimum or cost.

TRIBUTARY COUNTRY.

The section tributary to Portland is one of the richest and most beautiful on this continent. The whole area is but a great number of valleys large and small, high and low, that lie among the ranges of hills and mountains, which cross and recross in every direction. These hills, up to timber line are almost without exception, covered with magnificent forests so dense that the trees grow wonderfully straight, and generally without branches until near their tops, which are not unfrequently 200 or 300 feet above the ground. These forests are at present one of the chief sources of wealth, the lumber trade of the State being very large and constantly increasing.

East of the Cascade Mountains in Southern Oregon, Northern Washington, Idaho and Montana, are elevated valleys and plateaus, free of timber and covered with a luxuriant growth of nutritious grasses, which are devoted to grazing. These lands are very rich, and will, at some future time when transportation facilities shall be more ample, be devoted largely to agriculture. The climate is colder than west of the Cascade Mountains, yet so very much milder than that of Minnesota, Dakota, Nebraska or Manitoba, that ere long these lands will be eagerly sought after.

In the foothills and lower valleys



THE HIGH SCHOOL BUILDING, PORTLAND, OREGON.

RAILROADS.

The Northern Pacific runs north to Tacoma, thence east to St. Paul. The Oregon Railway and Navigation Company has a line passing to the Columbia River to Wallula Junction, and branching out into various feeders, built and in process of construction, ramifying the south central portion of this great empire. Through lease to the Union Pacific this road

its line of steamers plying between this city and Vancouver, B. C., though it will not be long ere the railroads extending northward between the towns on the east side of Puget Sound will furnish all rail communication between Portland and the Canadian Pacific road, thus giving the trade of the city the advantage of another trans-continental

the soil is exceedingly rich, and of a very strong and durable character. Here are grown rye, oats, barley and potatoes in large quantities; with the famous wheat which has made Oregon flour known far and wide. Flax which rivals the pride of Ireland, and fruit of all kinds, not the least being that which has given the country the soubriquet of "The Land of Big Red Apples."

The land is rich in coal and minerals of all kinds, and mining is an important industry.

It is apparent that the settlement of this country cannot be so rapid as that of the broad plains in the adjoining State of California, but it is progressing with astonishing rapidity, while the tide of immigration seems to have but just turned in this direction. The arrivals at Portland by rail and water now average about 500 per day, and often reach 1000.

THE CITY.

It is situated on the west bank of the Willamette river, twelve miles about its junction with the Columbia, and about the same distance below the beautiful falls of the Willamette, which afford a water power unsurpassed on this continent. Immediately opposite the city, on the east bank of the river, are the towns of East Portland and Albina, reached by ferries, and by bridges arranged for foot passengers, wagons and railways. These three towns are one commercial community, though three distinct municipalities. Their union under one charter is much discussed, and will make a city of about 65,000 population.

BUSINESS.

The main business is that of a market and shipping point. Here are collected the products of the tributary country which are shipped all over the world in the ocean vessels which come to the docks; and from here are distributed the supplies needed for the various industries which thrive in the North-west.

Manufacturers are developing, and now cover a great variety of products, though the volume is not yet beyond the needs of the communities now looking to the city as their base of supplies. Flour and lumber are largely manufactured for foreign markets, and the handling of canned salmon involves a heavy business. The most costly works are the railroad shops recently erected at a cost of over \$1,000,000, and large Reduction Works are about to be constructed which will cost not less than \$750,000. The value of the manufactured products of the city is now estimated at about \$12,000,000 and the volume of the jobbing trade at about \$65,000,000, and both are rapidly increasing.

WEALTH.

The business is carried on almost entirely upon home capital, the city not having been, until quite recently, a prominent point for the investments of Eastern capitalists. A careful survey of the city reveals about 300 first-class business concerns, exclusive of incorporated banks and railroads, with an aggregate capital of about \$60,000,000, of which houses a full score have each a capital of \$1,000,000 or more. In addition to this, the ten incorporated banks doing business in the city represent capital and surplus to the amount of \$7,300,000. No other city of the same size and age can make such display of wealth, or show such an array of merchant princes. It is the proudest boast of

Portlanders that their city is the richest in the Union, per capita of population.

This wealth has not been gained from a few gold or silver mines, but has been accumulated by close attention to legitimate commercial business. Nearly all the rich men of Portland have made their fortunes in the city, and in turn invest it here.

BUSINESS BLOCKS.

It is quite the fashion for those who have realized fortunes in the trade of the city, to invest their capital in large business blocks, built apparently in pursuance of a full conviction that Portland is destined to be a very large city, and that such improvements are not at all in advance of the needs of the community. And indeed they are not, for there are very few vacant stores or dwellings in the city, though new ones are in course of erection on every hand. Hence, while some of the old buildings of early days still remain as landmarks, the city presents, to a surprising degree, the appearance of a long-established, wealthy eastern city. These blocks now number several scores, and others are in course of construction. They are built of iron, brick and stone, range from three to five stories in height, are beautifully finished inside in native and foreign woods, and are supplied with elevators, steam-heaters, water and all modern conveniences and improvements. They are mostly of good architectural design, suggesting the French and Italian renaissance in general style and effect. The mild climate does not destroy delicate ornamental work, and as there is but little smoke and abundant rain, the facades remain clean and show forth in all their beauty.

A notable addition to the important buildings of the city is now in course of erection. It is a large stone and brick hotel, seven stories in height, built in the form of a letter H, which was adopted as best suited to comply with the directions given the designer to "have every room a front room." It occupies an entire city block, the two courts opening to the east and west respectively, the eastern one facing the U. S. Custom House, a stone building also set in the center of a city block, surrounded with beautiful lawn and shade trees. "The Portland," as the hotel is to be called, is of handsome design, and will be replete with all the comforts and luxuries known to the best modern caravansaries. The city now contains a number of large hotels, comfortable but very plain. When "The Portland" shall supply the need of one thoroughly first-class in every respect, the city will be as well provided with hotel accommodations as could be desired.

The streets of the city are broad, straight, well paved or macadamized, and lit by electric lights.

The water supply, from the Willamette is ample and good.

The sewerage is good, and being constantly improved as the city grows, the elevation of the city above the river affording every opportunity.

The fire department and police force are organized after approved models, and life and property are as safe here as in any city in the Union.

CLIMATE.

It is no exaggeration to say that spring prevails here most of the year, so far as temperature is concerned. There is no enervating heat in summer and no depressing cold in winter. In July or August the thermometer sometimes rises to 95 or 98

degrees in the shade, and it has occasionally fallen to zero in January. Hot nights are unknown, and a little snow is generally the greatest severity in winter. As it snows in winter in the East, it rains here, and this has given to the months of December, January and February the name of the rainy season. It is meant thereby simply that the greater part of the rainfall is in these months, not that it is excessive, for the annual precipitation at Portland does not differ materially from that at Savannah, Ga., Galveston, Tex., Memphis, Tenn., or New Haven, Conn. July and August are generally quite dry, though showers occasionally occur then. There are no severe storms, no earthquakes, no blizzards and no cyclones.

Flowers are in bloom and vegetables grow in the open air until after the middle of December, and wild flowers are in bloom by February, while the trees are scarcely well stripped of their leaves before the buds begin to swell, preparing to yield another suit of green. Well kept lawns never lose their brightness, one crop of grass succeeding another the year round.

The climate gives character to the homes. The dwellings are uniformly of wood, the great staple of the State, and many are of beautiful and artistic design and most exquisite finish. The presence of numerous verandahs and porticos, with lawns, shade trees and ornamental shrubs and flowers, indicates the mildness of the climate and the taste and refinement of the owners. The city blocks are quite small, and many of the handsomer residences stand in the middle of a block, the effect of the light style of architecture, the rather brilliant color of the buildings, natural to the mild climate, with the setting of lawn and shrubbery being very beautiful indeed.

SOCIAL ADVANTAGES.

The minds of Eastern people are apt to be prejudiced against the West, on account of a fancied lack of social advantages. This lack does not exist to nearly the degree which is generally supposed. A place having a population of 60,000 and nearly half a century old, settled by intelligent energetic men from the Eastern States, who have been followed here by thousands, some of whom were the very flower of the communities from which they came, surrounded by all the elements and conditions which make a prosperous and enlightened commonwealth, will surely possess the same general social features which characterize a city of the New England or Middle States. Education and refinement make their indelible impress here as in cities whose age entitles them to respect, and there is cultivated taste and refined society in the West, Portland having a large share of it.

SCHOOLS.

The public schools of a community are often taken as an index of the refinement, public spirit and general enterprise of its citizens, as good schools are equally important to the old resident and the new comer.

Portland has reason to be proud of her system of public schools, as it will compare well with the best in the country. The buildings, seven in number, are large and commodious, constructed after the most approved plans, and well supplied with whatever tends to help the scholar or to make the work of the teacher more effective. They are thoroughly organized and graded in every department. Good salaries are paid the teachers, and only experienced per-

sons are employed. The school government is entirely separate from, and independent of the municipal government, and its administration is entirely free from political bias. The high school building occupies an entire block and is deemed one of the chief ornaments of the city. It is 200 feet by 140 feet, three stories high, and surmounted by a tall tower, and cost with the ground \$127,000. Each school contains a small library for the use of the scholars and teachers, that in the high school having about 600 volumes.

In addition to the public schools there are numerous private educational institutions, affording advantages for special training or for special classes of scholars.

CHURCHES.

There are in Portland and its suburbs of East Portland and Albina, 49 churches, representing all denominations of Christian faith. The buildings compare well with their surroundings, and the latest addition, a stone edifice erected for the First Presbyterian Church, is a beautiful structure and an ornament to the city. The churches are supplied with earnest, intelligent pastors, laboring zealously in the cause of religion, whose good work is shown in the numerous congregations of good size and character.

It is a noteworthy fact that most of the persons of wealth and great social influence in the city, are enrolled among the members of the churches, giving a healthy tone to society at large. This is due to the fact that the early settlers came as farmers, traders and lumbermen, not as mere gold hunters, and brought their families with them, instead of coming alone. Hence the moral and refining influences of home and family ties have never been lost, amid the excitement and demoralization incident to the search for sudden wealth, by masses of men, unrestrained by such influences. The effect is felt in all the walks of life. While there is looseness of morals among newcomers and residents unbound by personal ties or well settled social connections as is the case in every rapidly growing community, yet on the whole the moral element is as strong in numbers and influence in Portland, as in the average eastern city. Strangers are often misled by lack of appreciation of the fact that there is not so much secretiveness in Pacific Coast cities generally as in the East, and whatever undesirable elements exist are more easily seen. Yet on the other hand being in plainer view, lines are more clearly drawn, and there are not so many unpleasant denouements of outcroppings of immoral life in unexpected places.

The site of the city is most charming. From the docks the land gradually rises to ranges of picturesque hills, upon which the finest residence portion of the city is already encroaching. These are ascended by roadways winding along their sides, affording magnificent views at every turn. From their tops the sight is grand and inspiring. Within a radius of a hundred miles, which the eye sweeps from this elevation, are visible five mountain peaks clad in perpetual snow. Most prominent is Mount Hood, which seems to rest upon the long blue bank of the Cascade range, while it rears its lofty summit to the sky. Its covering of snow and glaciers sparkles in the sunlight, or when suffused with a soft glow from the setting sun, reflects the most delicate tints.

MONTHLY REVIEW.

It is asserted that the California Legislature which has just adjourned was the worst body ever collected on the Pacific Coast in any such capacity. While there were among both Republicans and Democratic members, men who were an honor to the State and to their constituents they were too few in number to compel any regard for honor or decency. This legislature is said to stand unrivalled for its entire disregard of the wishes or needs of the people of the State, for criminally reckless extravagance, for the violation of solemn pledges, and for the prostitution of personal influence to the greed of gain. The reports of the actions of the members are shocking. Almost every day of the session brought to light some filthy scandal involving members and attaches.

It is said they did not adjourn until Sunday morning, when many of the members went to a prize fight which had been arranged for their entertainment and was awaiting their convenience at which one of the Senators acted as second for a negro pugilist, while others retired to a drinking saloon with "private rooms" attached to celebrate their accomplishments in their official capacities with orgies too vulgar and indecent to be described.

These reports, with others given by visitors to the State, are calling forth statements from the Eastern press to the effect that the people of California are the most immoral and have the poorest appreciation of honesty and decency in public and private life of those of any community in the Union.

The injury inflicted upon the State by some evils now existing are incalculable, whether viewed from the standpoint of morals or public economy, and should be speedily remedied. There are but few of the so called family grocery stores of the City of San Francisco, to which mothers, daughters, or sons can go for daily supplies for the family, without being annoyed by volleys of profane or obscene language or the leers and jibes of half drunken men and boys coming from the low grogeries which are almost uniformly attached. The demoralizing effects of such places sown broad-cast over the City, upon the children, and young people of both sexes are within themselves almost enough to warrant the severest criticisms made upon the City and its people. But in fit keeping with the administration of public affairs which permits such poisoning of the residence neighborhoods of the City, in other quarters every form of vice and immorality is permitted to maintain its gilded hells, and with broad banner and noisy music to lure the passer by, especially the young, through their wide-open doors, to witness immoral exhibitions or participate in indecent orgies.

Such things are all of a piece. The

same laxity of public sentiment which tolerates these evils in our cities, renders possible the election of such a body of men to public office. There are good men and good women in California, but strangers who remember what they have heard of the Vigilance Committees, the disgraceful scenes incident to the "Sand-lot" excitement, such actions of public men as those of the legislature, and what they see upon the streets of open dens of vice, are hardly prepared to believe it. It is high time that the people of California awakened to a conviction that the exercise of the greatest personal freedom and entire liberty of conscience do not mean the open and unrestrained practice of obscene and demoralizing vice in the form of legitimate business, or the

they are thus lead to believe offers no suitable home for their sons and daughters. Thousands have come, yet they are but a tithe of what would come, did the world believe the moral atmosphere of the Pacific Coast to be as healthy and conducive to the rearing of noble men and women as is the physical climate to production of the fruits of the soil.

The provincial parliament of British Columbia has unanimously voted to support with a subsidy or grant, a railroad project of interest to Americans. It is proposed to extend the railroad now in operation between Victoria, on the southern extremity of Vancouver Island, and the coal mines at Nanaimo, to the



COMMERCIAL NATIONAL BANK, PORTLAND.

sacrifice of public morals and private character to the vulgar and dishonest practices, which make Sunday the worst day in the police records, and lead to the selection of the public representatives from men who yield themselves to these vices and practices as the road to preferment and power.

The people of this State are expending fortunes in advertising to the world, the blessings which a bountiful Providence has heaped upon this land, that others may be tempted to come here and help develop its resources. For every one that sees and heeds the expensive advertisements sent over the world scores will read in the public press of these blots on the fair name of the State, and be restrained from coming to a land which

northern end of the island, a distance of 175 miles, whereby 600,000 acres of arable, timber and coal lands would be brought into the market for sale and settlement. Railroads now extend northward from Portland, the greater portion of the way to the shore of the Straits of Fuca, south of Vancouver Island. By completing these roads to a point on the Straits, and providing a ferry across the Straits to Victoria, but ten miles away, Portland would be brought within three and one-half days travel of Alaska, only two days of which would be by water.

The proposed line would bring San Francisco within five and one-half days, and Victoria within two and one-half days journey of Sitka.

In the closing hours of the last Congress, an amendment was incorporated into the international salmon-fishing act, which is said in effect to declare the Behring Sea to be a closed sea, and extends the provisions of the salmon-fishing act to seal-fishing in its waters. The amendment is of great importance to the Alaska Seal-Fur Company, as it preserves the entire seal-fisheries for the Company, and will interfere with American fishermen who may be planning to engage in seal-fishing. The act authorizes the seizure of vessels so engaged as were some Canadian vessels some time ago. Attempts to enforce such an act may give rise to serious international complications, if it assumes to decide questions which have already been the subject of much international negotiation, and which are now regarded as quite unsettled by Great Britain. Her diplomats may take quite a different view of the matter, to which they are strongly urged by Canadian interests.

The Naval Commission, having made quite a thorough examination of the shores and bays of Puget Sound, are now engaged in a similar work in the Columbia river. With commendable spirit those living upon Puget Sound, spared no pains in presenting the advantages and claims of that section very fully and in the strongest possible light. The impression made was so favorable that the Commission bonded a tract of land for a year, that the Government might obtain it on good terms if desired. The interest in Oregon does not seem so great, and the Portlanders and Oregonians must bestir themselves if they wish the Columbia to attract as favorable attention as has Puget Sound. Lake Washington, Port Orchard and Port Townsend are all regarded with favor.

The light-house at Haustholm, Jutland, is said to contain the most powerful electric-light in the world, estimated to be of 2,000,000 candle power and is visible 26 miles.

The desperate chances taken by railroad employees in plying their vocation are shown by statistics giving the number of deaths and accidents which occurred on the railroads of Iowa, where such casualties are required by law to be reported to the State. The total number reported during the last ten years is 2,424, of which 349 were deaths or severe accidents which occurred during the year 1888. It is estimated that on the 150,000 miles of railroads in the United States, more than 6,000 men are killed or permanently disabled every year. It is claimed that a very large number of these casualties are preventable, and the attention of Congress will be called to some methods which, it is thought, will operate beneficially in this direction.

THE LONDON TIMES.

The *Times-Parnell* case has taken a place among the most remarkable and momentous events in the history of English politics.

After a hundred years of almost uniformly successful management, the *Times* had become the greatest newspaper in the world. Its managers had always been on the alert to take advantage of all improvements suggested by the arts and sciences relating to the making of newspapers.

It was the first paper to use a steam printing-press, and its establishment with its foundries, machine shops, telegraphs, telephones, type-setting machines, electrotyping rooms, kitchens, dining-rooms, and wonderful Walter printing presses is one of the great sights of the world. The same spirit has directed its choice of men, and from positions upon its staff, have risen some of the brightest and most remarkable men in English politics and literature, who do not hesitate to declare how much they owe to their experiences in this great establishment.

Always cautious even when most emphatic; seeking the highest and best sources of information, when it commanded respect by its dignity and power; always opposing, in true English spirit, violent changes in the established order of national affairs; it had grown to a position in relation to the British Government, and to the English people unique and powerful, and hardly appreciated by the American public.

The bump of veneration is said to be almost entirely lacking in the phrenological development of Americans, while it is very largely developed among the English. For whatever has been long established and long held in public confidence and estimation, there is among the English people high and low, rich and poor, a feeling of profound respect akin to veneration. Toward the *Times* this feeling was entertained in the highest degree among all classes and parties.

Among the great masses of the people its utterances were regarded as inspired by the Genius of Truth, and, what the Englishman venerates quite as much, "The Government," and even so generally accepted without qualification, that its power in the land well entitled it to be called *The Thunderer*.

Yet its managers have in the Parnell matter allowed themselves to accept extraordinary statements and most important documents, upon the flimsiest evidence, with scarcely a pretense of examination; have been thoroughly tricked by an imposter who had been unable to deceive the least experienced of the Irish leaders, and have been led to use their vast power among the people of England, to undermine the characters and reputation of some forty members of British parliament, by accusing them of connection with or approbation of great crimes under circumstances which, if true would have made their moral guilt little less than that of murderers and traitors.

Warned of the danger of this course, contrary to all the traditions of the paper, its managers have persisted, as though afflicted with some sudden madness, until in the exposure of this criminal carelessness and reckless abuse of power, ruin has overtaken the paper, which, shorn of its glory and might, ungraciously admits its folly, and regrets the monetary loss involved as though the latter were the more serious of the two.

Some of the circumstances attending the trial are no less remarkable.

It was a State case in spirit. The accused were members of parliament; the crimes with complicity in which they were practically charged, involved murder and were said to have for their ultimate object, serious if not revolutionary, changes in the government and invested rights; the special court was appointed by parliament; the Attorney-General acted as counsel for the *Times*; the trial was conducted as a prosecution of the accused members; government achieves were exposed to one or more witnesses for the prosecution that information might be had; and the government lent at least its moral support. A witness, on whom the prosecution relied, testified that he was a spy and informer, and had been guilty at home and abroad of every form of fraudulent hypocrisy and deceit known to the catalogue of such crimes; and the trial practically closed with the dramatic scene of the reading of the confession of the principal witness that he had forged the documents on which the prosecution was based, and sold them to the *Times*, as the crowning crime of a life of systematic villiany, which life was properly ended, a few days later, by suicide in a foreign land.

The results cannot be foreseen. The whole English speaking world has been startled. The feeling of an intimate association between the *Times* and the government had become so firmly fixed in the minds of the English people, that the result of the trial will surely be taken to reflect upon the government. If it be the policy of the Irish leaders to rely, not upon force in Ireland, but upon a public sentiment to be built up in England, as they now, contrary to the ancient strain, say "among our English friends," the reaction from this trial may at once disgrace the government and make a hero of Parnell, and turn to the Irish leaders the silver lining of what once seemed a black and threatening cloud.

THE CRISIS IN FRANCE.

The present political crisis in France reveals some of the weak points in the French political system and in the political training of the people. Though the French have learned much during eighteen years of constitutional Republican government, their political instincts are still largely what they were under centuries of monarchical rule. They have learned their power at the ballot-box, are jealous of it and not likely to give it up permanently, though they may for a time amid the excitement of revolution. They have come to feel that the people should have a voice in the direction of public affairs, and feel that it should find expression at the polls, and no party or person could long remain in power, which should seriously curtail the right of the people to so express their approval or disapproval, or which could not command a majority of the votes.

The French voter does not, however, thoroughly understand that in casting his ballot in favor of the party whose principles seem to him to best serve his interests, he has done his full duty and exercised his full right in moulding the form and policy of the government, and that the only safe course thereafter is to permit the party having received the majority of votes to peacefully rule until the next election. The great mass of French voters do not so vote.

They have long been used to strong

paternal government under various forms, and instinctively turn to the government for the rectification of matters which are sources of discontent. They are impatient of delay, and unwilling to await the accomplishment of changes in public policy through the medium of successive elections. Having expressed dissatisfaction with the existing order of things, they want a sharp, sudden change, and the more brilliant it seems, and the more there is about it of that political humbugging which talks of "bowing to the will of the people," and "living only for the glory of France," the better they like it. The man who promises the quickest change to be accompanied with the greatest eclat is likely to receive the majority of votes.

They want leaders, men who have personal policies, and who, in pursuance of such policies, will rule as well as govern. The spirit which led Andy Johnson to such constant reference to "my policy," and made him so distasteful to all classes of Americans, is that which is the firm element of success in a French leader who has caught the popular fancy.

This explains to a great extent the success of General Boulanger. In a general way there is a division of the people under the classification of Republicans and Monarchists. Until recently the representatives of the former held together under one standard, but they are now divided into several groups which make war upon each other without mercy. The latter embrace all the champions of monarchic ideas, legitimists, Orleanists and imperialists, and are banded together in seeking the overthrow of the republic. There does not exist either in or outside the government a party strong enough to dominate the others. Hence the intrigues for political advantage and serious neglect of the real interests of the country at large, which have given rise to widespread discontent.

At the opportune time appeared General Boulanger who announced himself as the friend of the French people, devoted to the glory of France, and ready and willing to put an end to all this political disorder, by such a version of the Constitution as would insure a satisfactory government, adroitly declining to admit or deny the statements of friends or foes that "his policy" would plunge the country into war, or lead to the recovery of Alsace and Lorraine, and rest on the prestige of French arms. He immediately became popular and the people vote for Boulanger. But it is for the man, "the idol of the people," they vote, not for any clearly defined political principles represented by his party, or for any measure proposed by that party especially conducive to the material interests of the people.

He and his followers have simply added another to the number of jarring factions. His popularity with the masses of the people is all that makes him important. An explosion is liable to occur at any time, which will bring some leader to the front. Such leader will be in all essential particulars a dictator. He may be the head of some form of so-called Constitutional Government, or the leader of the Socialists or the Commune, but he will be equally a dictator under either guise. So far as Boulanger has announced any policy he indicates a desire for changes in the Constitution which would render a *coup d'etat* making him dictator more easy of accomplishment than at present.

TREE PLANTING.

The people of this State cannot be too often or too earnestly invoked to plant forest trees. Many of the largest valleys are almost as destitute of arboreal adornments as when first visited by Americans, and it is not now unusual to see farmhouses standing alone miles away from any trees. The neglect of the people in this regard is something remarkable. Every valley in California could, in a few years, be beautified by handsome groves of evergreens or deciduous trees, at a cost so trifling as not to be worth considering. A grove of a few hundred trees upon a farm would, in many cases, double its value, and be the best investment the owner could make. The naked and almost desolate appearance of many portions of the Sacramento and San Joaquin valleys may be accounted for on the supposition that the land is owned in large tracts and occupied by renters who feel no interest whatever in beautifying their separate holdings. It is hard otherwise to find an excuse for the appearance of the tenements in some parts of these valleys. If true, it still argues great oversight on the part of the owners, who might have exacted from their tenants agreements to plant and protect a certain number of trees. An owner might with great propriety, in serving both his own and the public interest, arrange the terms of a lease to secure the adornment and improvement of his property in this way. He would certainly insure a greater value to his land, and a larger rental after the few years needed for the trees to grow into use for shade, shelter and fuel, and it is hard to say what effect a general planting of trees in these great valleys might not have in increasing the rain-fall.

Many of the owners and tenants have probably come from countries where the land had to be cleared of a primitive forest, and have been in the habit of cutting down and destroying trees, instead of planting and cultivating them, and are sadly wanting in appreciation of forest tree culture. They are still under the sway of the old habit, and have not yet been led to reason upon the differences in surrounding conditions. Years have been wasted which should have marked the growth of millions of trees in California, and thousands of persons are still neglecting their planting. More thoughtful people, however, are now giving much attention to arbor-culture, and it is to be hoped that the bare surface of the country may not only be relieved and beautified by thousands of groves of trees, but that large tracts may be planted, for health, comfort, happiness, and the general prosperity of an agricultural and stock-raising community depend largely upon the presence of a reasonable quantity of wood and shade trees.

The admission of four new States into the Union, makes it necessary to manufacture for the government alone, about 8,000 new national flags with the requisite number of stars on them, which flags will average in cost about 35 dollars each. The United States Bunting Company, of Lowell, Mass., is the only factory of the kind in the United States and has a monopoly of the trade. As General Ben Butler owns one-third of the stock of that company he will realize a handsome profit from the making of the new flags. He is quite patriotic in his way, and favors the display of American bunting on any and all occasions.



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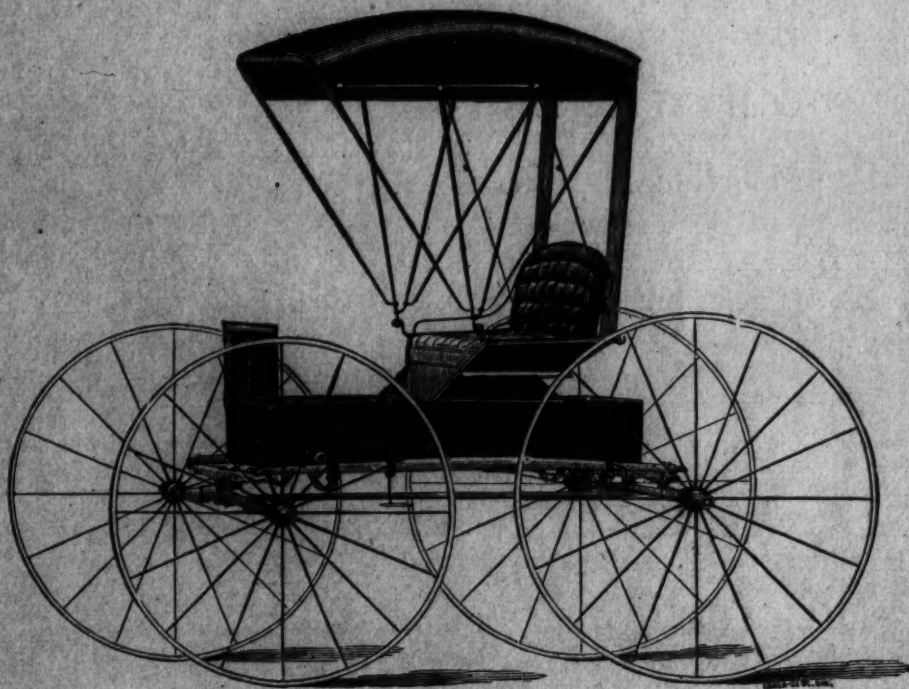
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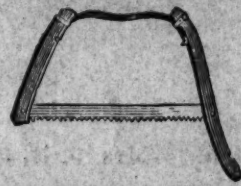
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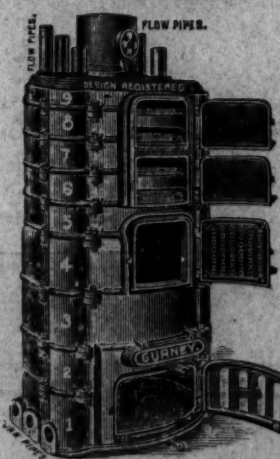
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